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U S DEPARTMENT OF COMMERCE PATENT AND

ATTORNEY'S DOCKET NUMBER: 449122023000

TRANSMITTAL LETTER TO THE UNITED STATES DESIGNATED/ELECTED OFFICE (DO/EO/US) CONCERNING A FILING UNDER 35 U.S.C. § 371

U.S. APPLICATION NO (If known, see 37 CFR 1 5): 10/088734 Not yet assigned

INTERNATIONAL APPLICATION NO	INTERNATIONAL FILING DATE	PRIORITY DATE CLAIMED
PCT/DE00/03320	September 20, 2000	September 22,1999

TITLE OF INVENTION

DEVICE AND METHOD FOR SAVING MOTIVE ENERGY IN RAIL VEHICLES

APPLICANT(S) FOR DO/EO/US

Torsten BAIER

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U S C. 371
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U S.C 371.
3. ☐ This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include items (5), (6), (9) and (21) indicated below
4. ☒ The US has been elected by the expiration of 19 months from the priority date (PCT Article 31)
5. ☒ A copy of the International Application as filed (35 U S.C. 371(c)(2))
   a. ☒ is attached hereto (required only if not communicated by the International Bureau).
   b. ☒ has been communicated by the International Bureau.
   c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US)
6. ☐ An English language translation of the International Application under PCT Article 19 (35 U.S.C. 371(c)(2)).
   a. ☐ is attached hereto.
   b. ☐ has been previously submitted under 35 U.S C. 154(d)(4).
7. ☐ Amendments to the claims of the International Application under PCT Article 19 (35 U S C. 371(c)(3))
   a. ☐ are attached hereto (required only if not communicated by the International Bureau).
   b. ☐ have been communicated by the International Bureau.
   c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
   d. ☐ have not been made and will not be made.
8. ☐ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3))
9. ☒ An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).
10. ☐ An English language translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

Items 11. to 16. below concern document(s) or information included:

11. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
12. ☒ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3 31 is included.
13. ☐ A FIRST preliminary amendment.
14. ☐ A SECOND or SUBSEQUENT preliminary amendment.
15. ☐ A substitute specification
16. ☐ A change of power of attorney and/or address letter.
17. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1 825.
18. ☐ A second copy of the published international application under 35 U.S C. 154(d)(4).
19. ☐ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
20. ☒ Other items: 1) Application Data Sheet; 2) Int'l Search Report; 3) IPER; 4) Return receipt postcard.

CERTIFICATE OF HAND DELIVERY

I hereby certify that this correspondence is being hand filed with the United States Patent and Trademark Office in Washington, D.C. on March 22, 2002.

Melissa Garton

Melissa Garton

dc-308352

U.S. APPLICATION NO (if known, see 37 CFR 1.5)	INTERNATIONAL APPLICATION NO	ATTORNEY DOCKET NO
Not yet assigned 10/088734	PCT/DE00/03320	449122023000

21. ☒ The following fees are submitted:

BASIC NATIONAL FEE (37 CFR 1.492(a)(1)-(5)):

Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO.....$1,040.00

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO.....$890.00

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO.....$740.00

International preliminary examination fee (37 CFR 1.482) paid to USPTO but all claims did not satisfy provision of PCT Article 33(1)-(4).....$710.00

International preliminary examination fee (37 CFR 1.482) paid to USPTO and all claims satisfied provisions of PCT Article 33(1)-(4).....$100.00

CALCULATIONS PTO USE ONLY		
ENTER APPROPRIATE BASIC FEE AMOUNT =	$890.00	
Surcharge of **$130.00** for furnishing the oath or declaration later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492(e)).	$0	

CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE		
Total claims	- 20 =		x $18.00	$0	
Independent claims	- 3 =		x $84.00	$0	
MULTIPLE DEPENDENT CLAIM(S) (if applicable)			+ $280.00	$0	
			TOTAL OF ABOVE CALCULATIONS =	$890.00	
☐ Applicant claims small entity status. See 37 CFR 1.27. The fees indicated above are reduced by ½.				$0	
			SUBTOTAL =	$890.00	
Processing fee of **$130.00** for furnishing the English translation later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492(f)). +				$0	
			TOTAL NATIONAL FEE =	$890.00	
Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). **$40.00 per property** +				$40.00	
			TOTAL FEES ENCLOSED =	$930.00	
				Amount to be refunded:	**$**
				charged:	**$**

a. ☒ Please charge my **Deposit Account No. 03-1952** (referencing Docket No. 449122023000) in the amount of $930.00 to cover the above fees. A duplicate copy of this sheet is enclosed.

b. ☒ The Commissioner is hereby authorized to charge any additional fees that may be required, or credit any overpayment to **Deposit Account No. 03-1952** (referencing Docket No. 449122023000).

NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.

SEND ALL CORRESPONDENCE TO:

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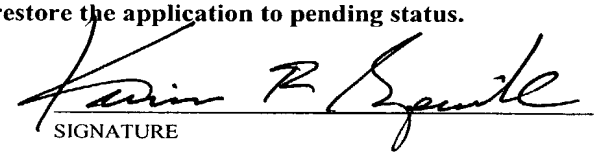

SIGNATURE

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March 22, 2002

Application Data Sheet

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Application Information

Title Line One:	DEVICE AND METHOD FOR SAVING
Title Line Two:	MOTIVE ENERGY IN RAIL VEHICLES
Title Line Three:	
Total Drawing Sheets:	1
Formal Drawings?:	yes
Application Type:	National Phase
Docket Number:	449122023000

Representative Information

Representative Customer Number:	25227

Continuity Information

This application is a:	371 of
> Application One:	PCT/DE00/03320
Filing Date:	September 20, 2000

Prior Foreign Applications

Foreign Application One:	19946224.0
Filing Date:	September 22, 1999
Country:	Germany
Priority Claimed:	yes

characterized in that

- the control unit (1) is designed such that it
  - first of all calculates an auxiliary switching-off time, taking account of the determined distance, the determined remaining traveling time, the speed measured value (V) which indicates the speed of the rail vehicle, and predetermined coasting data (AD), which describes the coasting behavior of the rail vehicle when the drive is switched off, from which auxiliary switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and then
  - forms the difference between the auxiliary switching-off time and the delay value to determine an advanced drive switching-off time, and treats the advanced drive switching-off time as the recommended drive switching-off time.

6. The device as claimed in one of the preceding claims,
characterized in that

- the control unit (10) is designed such that it determines the recommended drive switching-off time by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if undershot, would result in the rail vehicle being braked in accordance with the predetermined braking profile in the phase when it is approaching the next stop without being driven.

7. A method for producing a switching-off signal, in which

- a measured location measured value (S), which indicates the location of a rail vehicle, and predetermined, stored route data are used to determine the distance between the rail

Description

Device and method for saving traction energy in rail vehicles

The invention relates to a device for a rail vehicle having a control unit which uses a measured location measured value, which indicates the location of the rail vehicle, and predetermined, stored route data, to determine the distance of the rail vehicle from the respective intended next stop, uses a measured time measured value, which indicates the respective time, and a predetermined stored timetable to determine the remaining traveling time to the next stop, and forms a recommended drive switching-off time taking account of the determined distance, the determined remaining traveling time, a speed measured value which indicates the speed of the rail vehicle and predetermined coasting data which describes the coasting behavior of the rail vehicle when the drive is switched off, from which drive switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and having an output device, which is connected to the control unit, is driven by it, and produces a switching-off signal which indicates the recommended drive switching-off time.

A device such as this is known from US Patent Specification 5,239,472 and is used to save traction energy in rail vehicles. This device has a microprocessor as the control unit, which uses a location measured value, which is detected by a distance measurement device, and route data, which is stored in a memory (storage), to determine the distance between the

rail vehicle and the respective next stop. The microprocessor furthermore uses a measured time measured value, which indicates the respective real time, and a predetermined stored timetable to determine the traveling time remaining before the rail vehicle reaches the next stop. The microprocessor then uses the distance value and the remaining traveling time, taking into account the respective speed of travel and taking into account the coasting behavior of the rail vehicle, to calculate that time - referred to as the recommended drive switching-off time in the following text - from which the rail vehicle can reach the respective next stop without being driven - that is to say by coasting or by being braked - in accordance with the timetable. The control unit is connected to an output device in the form of an indicating device. The indicating device is driven by the control unit such that it indicates the term "coast" to signal the time from when the drive for the rail vehicle can be switched off. In the already known device, the route data and the predetermined timetable are transferred from a computation unit on the track side to the rail vehicle, where they are stored permanently, before the rail vehicle is brought into use. Thus, in summary, the already known device is an energy-saving device which indicates the time from when the next stop can be reached in accordance with the timetable without being driven, and thus without consuming energy, using the respective kinetic energy of the rail vehicle.

The invention is based on the object of further developing a device of the type described initially such that discrepancies between the actual vehicle behavior and the recommended vehicle behavior can be detected reliably by means of this device.

For a device of the type described initially, this object is achieved according to the invention in that the device has a data input at which an actual value signal, which indicates the actual drive switching-off time, can be entered into the device, with the actual drive switching-off time indicating that time at which the drive was actually switched off after production of the switching-off signal, and in that the control unit has a memory in which it stores the actual drive switching-off time and the respective associated, recommended drive switching-off time, for evaluation.

One major advantage of the device according to the invention is that it makes it possible to detect discrepancies between the actual vehicle behavior of the rail vehicle and the recommended vehicle behavior; this is because the device according to the invention has a data input at which an actual value signal, which indicates the actual drive switching-off time, can be entered into the device. When this actual value signal is present, the control unit of the device according to the invention can thus store the actual drive switching-off time and the calculated recommended drive switching-off time and/or data signals which indicate these times, in its memory, for subsequent evaluation.

In order to allow discrepancies in the vehicle behavior to be determined quantitatively in the device according to the invention as well, the invention provides that the control unit is designed such that it forms a time difference value by forming the difference between the actual drive switching-off time and the respectively associated recommended drive switching-off time.

In some circumstances, a situation may arise in which the rail vehicle driver does not switch off the drive to the rail vehicle without delay despite appropriate signaling by means of the switching-off signal from the output device, so that a considerable time difference occurs between the recommended drive switching-off time and the actual drive switching-off time, and the desirable energy saving from switching off the drive is reduced or, in some circumstances, is even largely cancelled out. In order to signal this to the rail vehicle driver, a first advantageous development of the device according to the invention proposes that the control unit has an output and is designed such that it produces a warning signal at its output when the time difference value exceeds a predetermined threshold value. In this development, the rail vehicle driver is made aware of the time delay, so that he can specifically improve his driving behavior; if, on the other hand, the delay is due to a technical reason in the rail vehicle, then, if the warning signals occur once or more, the device and/or the drive controller for the rail vehicle must be technically inspected and/or serviced.

A second advantageous development of the device according to the invention provides for the control unit to be designed such that it forms a delay value using at least the respectively most recently formed time difference value, and determines the respectively most recent recommended drive switching-off time furthermore taking into account this delay value which has been formed. In this second development, the switching-off signal is thus formed using a delay value; this delay value advantageously allows, for example, the reaction time (which is always present) of the rail vehicle driver

to be taken into account, with this being the time which always passes between the occurrence of the switching-off signal and the rail vehicle driver producing the actual switching-off command. Specifically, if this reaction time is taken into account, then minimum or optimum energy consumption can be achieved despite the unavoidable occurrence of this delay time.

The recommended drive switching-off time can be obtained in a particularly simple, and hence advantageous manner, using the delay value if the control unit is designed such that it first of all calculates an auxiliary switching-off time, taking account of the determined distance, the determined remaining traveling time, a speed measured value which indicates the speed of the rail vehicle, and predetermined coasting data, which describes the coasting behavior of the rail vehicle when the drive is switched off, from which auxiliary switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and then forms the difference between the auxiliary switching-off time and the delay value to determine an advanced drive switching-off time, and treats the advanced drive switching-off time as the recommended drive switching-off time.

In order to achieve short traveling times for the rail vehicle overall, it is generally necessary to avoid the rail vehicle coming to rest just by coasting to the stop since, specifically, in some circumstances coasting at very low speeds may cost a large amount of time. For this reason, the rail vehicle is generally braked in accordance with a predetermined braking profile on reaching a minimum speed. In

order to take account of this situation, one development of the device according to the invention

provides that the control unit is designed such that it determines the recommended drive switching-off time by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if undershot, would result in the rail vehicle being braked in accordance with the predetermined braking profile in the phase when it is approaching the next stop without being driven.

The invention likewise relates to a method as claimed in the precharacterizing clause of the method claim 7. A method such as this can likewise be found in the US Patent Specification cited initially.

Against the background of this method, the invention is based on the object of further development such that discrepancies between the actual vehicle behavior and the recommended vehicle behavior are detected reliably.

According to the invention, this object is achieved by the characterizing features of the method claim 7. In terms of their content, the advantages of this method can be found in the above statements relating to the device according to the invention and to its developments and further developments; specifically, the advantages of the device according to the invention apply in a corresponding manner to the method according to the invention. The same applies to the advantages of the developments of the method according to the invention which are described in claims 8 to 11.

The invention also covers an arrangement (see claims 12 and 13) using a device according to the invention - as described above - and using an evaluation device which is connected to a data output of the device according to the invention, reads the stored actual drive switching-off time

and the respective associated, recommended drive switching-off time from the device according to the invention, and forms a time difference value by forming the difference between the actual drive switching-off time and the associated recommended drive switching-off time. The evaluation device may in this case be an evaluation device on the track side which, for example, is connected via a wire link or a radio link to the data connection of the device according to the invention. The advantages of this arrangement can be found in the above statements relating to the device according to the invention.

In order to explain the invention, a figure shows one exemplary embodiment of a device according to the invention, by means of which the method according to the invention can be carried out and which is suitable for the arrangement according to the invention.

The figure shows a device 5 for a rail vehicle, which is not illustrated, with a control unit 10, one of whose inputs E10A is connected to a measurement device 15. The measurement device 15 may be, for example, a so-called odometer which uses the wheel revolutions of the rail vehicle to determine the respective speed of the rail vehicle and the distance which has already been traveled in each case, and hence to determine the respective location S of the rail vehicle. A timer which is in the form of a clock 20 and transmits the respective real time t as a time measured value to the control unit 10 is arranged upstream of the control unit 10, at a further input E10B of the control unit 10.

An additional input E10C of the control unit 10 is connected to a memory 25, in which route data and a timetable with which the rail vehicle is bound to

comply are permanently stored. Furthermore, the memory 25 contains coasting

data AD, which describes the coasting behavior of the rail vehicle when the drive is switched off; this coasting data AD may be, for example, previously measured data, which has been measured in advance while the rail vehicle was coasting, that is to say with the drive switched off.

The control unit 10 furthermore has a supplementary input E10D, at which an actual value signal Si, which indicates the actual drive switching-off time, can be applied to the control unit 10. The supplementary input E10D of the control unit 10 at the same time forms a data input E5 for the device 5.

The control unit 10 is also equipped with a data output D10, at which data and/or data signals which is or are stored in a memory (not illustrated) of the control unit 10 can be read, for example using an evaluation device (not illustrated) (personal computer or some type of data processing system).

One output A10 of the control unit 10 leads to an output device 30.

The device 5 can be operated as follows:

1. "Initial operation of the device 5":

First of all, the measurement device 15 and the clock 20 are checked by the control unit 10; in the process, a location measured value S which indicates the respective location of the rail vehicle, a speed measurement variable V which indicates the respective speed of the rail vehicle, and a time measured value T which indicates the respective real time are transmitted to the control unit 10.

The control unit 10 then reads from the memory 25, as route details or route data, the location S0 of the respective next stop and a nominal arrival time t0; the nominal arrival time t0 in this case indicates the real time at which the rail vehicle should have reached the respective next stop. Furthermore, the control unit 10 checks the coasting data AD stored in the memory 25.

A recommended drive switching-off time tab,nom is then determined from the nominal arrival time t0, the location measured value S, the location S0 of the next stop, the speed V and the coasting data AD for the rail vehicle, from which recommended drive switching-off time tab,nom the rail vehicle will reach the next stop with its drive switched off, utilizing its kinetic energy and in accordance with the modified timetable.

In order to achieve short rail vehicle traveling times overall, it is generally necessary to avoid the rail vehicle coming to rest just by coasting to the stop, since, specifically, coasting at very low speeds may in some circumstances cost a large amount of time. For this reason, once its speed falls below a predetermined minimum speed, the rail vehicle is generally braked in accordance with a predetermined braking profile. In order to take account of this situation, it is also possible to provide for the recommended drive switching-off time tab,nom to be determined in the computation unit 10 while also taking into account the predetermined braking profile and the predetermined minimum speed.

The way in which the recommended drive switching-off time tab,nom can be determined using these input parameters - that is to say

the nominal arrival time t0, the location measured value S, the location S0 of the next stop, the speed V and the coasting data AD, possibly together with any predetermined minimum speed and any predetermined braking profile - is described in detail in the US Patent Specification 5,239,472 which was cited initially; the content of this US Patent Specification 5,239,472 is thus a part of this description.

Once the recommended drive switching-off time tab,nom has been determined, it is stored in the memory, which is not illustrated, of the control unit 10. Furthermore, the control device 10 forms a drive signal ST for the output device 30; the output device 30 then produces a switching-off signal, which indicates the drive switching-off time. As in the case of the already known device mentioned initially, this switching-off signal may be, for example, a visual indication which, by displaying the term "coast", signals that the coasting process can be started; instead of this, this may also be an indication which displays or indicates the drive switching-off time visually and/or audibly in the form of a time indication.

Once the device 5 has produced the switching-off signal, it then waits at its data input E5 for an actual value signal Si which indicates the actual drive switching-off time tab,act; the actual value signal thus indicates when the drive of the rail vehicle was actually switched off by the rail vehicle driver. An actual value signal Si such as this may be produced, for example, by a monitoring device which is not shown in the figure, is connected to the data input E5 of the device 5 and to the drive of the rail vehicle, and

- in each case forms a logic output signal with a logic "1" as the actual value signal Si, and emits this to the device 5, when the drive of the rail vehicle is switched off, and which
- in each case forms a logic output signal with a logic "0" as the actual value signal Si, and emits this to the device 5, when the drive of the rail vehicle is switched on.

The device 5, or the control unit 10, then uses a signal change from a logic "0" to a logic "1" to identify the fact that the drive of the rail vehicle has been switched off; the time of the signal change thus corresponds to the actual drive switching-off time tab,act. Since the actual drive switching-off time tab,act is contained as information (signal change) in the actual value signal Si, the reference symbol tab,act has been applied to the input E5 of the device 5 in the figure.

The control unit 10 stores this actual drive switching-off time tab,act in its memory, and then uses the actual drive switching-off time tab,act and the recommended drive switching-off time tab,nom to form, by subtraction, a time difference value Δt:

$$\Delta t = tab,act - tab,nom.$$

The control unit 10 then compares the time difference value Δt with a predetermined threshold value which, for example, may be one second, and produces a warning signal WS at its output A10 if the time difference value Δt is greater than the predetermined threshold value; the warning

signal Ws is then emitted in suitable form, for example visually or audibly, by the output device 30.

Furthermore, the control unit 10 uses the time difference value Δt to form a delay value V in accordance with

$$V = a * \Delta t$$

where a is a factor between zero and unity. The following section explains how the factor a can be chosen.

The delay value V is stored by the device 5, for example in the memory 25.

2. "Further operation of the device 5 once a delay value V has been determined and has been stored in the device 5":

If a stored delay value V is already available, the procedure for forming the switching-off signal is different to that described above; this is because, in addition, the stored delay value V, as determined in the respective previously carried out drive switching-off cycle, is also taken into account in the calculation of the recommended drive switching-off time. Specifically, an auxiliary switching-off time is initially determined once for this purpose, to be precise using the nominal arrival time t0, the location measured value S, the location S0 of the next stop, the speed V and the coasting data AD, possibly together with any predetermined minimum speed and any predetermined braking profile; the auxiliary switching-off time is in this case determined in the same way as the determination of the recommended switching-off time when no

delay value V is yet available or has yet been stored (see the description relating to item 1 "Initial operation of the device 5").

The recommended drive switching-off time tab,nom is then formed in the control unit 10 using the auxiliary switching-off time and the delay value V using:

$$tab,nom = taux - V$$

where taux denotes the auxiliary switching-off time.

The recommended drive switching-off time tab,nom is thus advanced by the time interval which is defined by the delay value V, considered figuratively, with respect to the actually "correct" auxiliary switching-off time taux. If the factor a is in this case equal to unity, then this means that the drive switching-off time is advanced by the time difference value Δt; the factor a = 1 should thus be chosen when it can be assumed that the reaction time of the rail vehicle driver is largely constant. If, however, it can be expected that the reaction time of the rail vehicle driver to the next switching-off command may be shorter than that when the drive was respectively most recently switched off, then the factor a should be chosen to be somewhat less than unity, in order to avoid the drive being switched off too early.

Once the recommended drive switching-off time tab,nom has been determined, the switching-off signal is produced in the manner already described in item 1 "Initial operation of the device 5".

Furthermore, it is also possible to determine the recommended drive switching-off time taking account of a number, or else of all, the respective previously formed time difference values; for example, the delay value V can be formed as a mean value - or possibly also as a weighted mean value - for this purpose:

$$V = a * \frac{1}{i}\sum_{i}(\Delta ti * bi)$$

where Δti denotes the stored previously formed time difference values and bi denotes weighting factors by means of which it is possible, for example, to decide that more recent time difference values are taken into account to a greater extent than older time difference values.

At its data output D10 the control unit 10 emits data signals which indicate the actual drive switching-off time tab,act and the respective associated, recommended drive switching-off time tab,nom. These data signals, and hence the correponding times, can thus be read at the data output D10, by a downstream evaluation device. This evaluation device may be, for example, a device on the rail side, which is connected via a radio link or some other type of data link to the device 5 and/or to the data output D10 of the control unit 10.

A statistical evaluation of all the data stored in the control unit 10 can thus be carried out in the evaluation device; specifically, all the actual drive switching-off times tab,act and all the respective associated, recommended drive switching-off times tab,nom can thus be evaluated, for example in order to check whether the device 5 is operating correctly.

Patent Claims

1. A device (5) for a rail vehicle having
- a control unit (10), which
- determines the distance between the rail vehicle and the respective intended next stop using a measured location measured value (S), which indicates the location of the rail vehicle, and predetermined, stored route data,
- determines the remaining traveling time to the next stop using a measured time measured value (t), which indicates the respective time, and a predetermined, stored timetable, and
- forms a recommended drive switching-off time (tab,nom) taking account of the determined distance, of the determined remaining traveling time, of a speed measured value (V) which indicates the speed of the rail vehicle, and predetermined coasting data (AD), which describes the coasting behavior of the rail vehicle when the drive is switched off, from which drive switching-off time (tab,nom) the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and
- having an output device (30) which is connected to the control unit (10) and is driven by it, and which produces a switching-off signal which indicates the recommended drive switching-off time (tab,nom),

characterized
- in that the device (5) has a data input (E5) at which an actual value signal (Si) which indicates the actual drive switching-off time (tab,act) can be entered in the device (5), with the actual drive switching-off time (tab,act) indicating that time at which

the drive was actually switched off after the switching-off signal was produced, and

- in that the control unit (10) has a memory in which
  - it stores the actual drive switching-off time and the respectively associated, recommended drive switching-off time (tab,act; tab,nom), for evaluation.

2. The device as claimed in claim 1, characterized in that
   - the control unit (10) is designed such that it
     - forms a time difference value by forming the difference between the actual drive switching-off time and the respectively associated recommended drive switching-off time (tab,act; tab,nom).

3. The device as claimed in claim 2, characterized in that
   - the control unit (10) has an output (A10) and is designed such that it
     - produces a warning signal (WS) at its output when the time difference value exceeds a predetermined threshold value.

4. The device as claimed in claim 2 or 3, characterized in that
   - the control unit (1) is designed such that it
     - forms a delay value using at least the respectively most recently formed time difference value, and
     - determines the respectively most recent recommended drive switching-off time furthermore taking into account this delay value which has been formed.

5. The device as claimed in claim 4,

characterized in that

- the control unit (1) is designed such that it
  - first of all calculates an auxiliary switching-off time, taking account of the determined distance, the determined remaining traveling time, a speed measured value (V) which indicates the speed of the rail vehicle, and predetermined coasting data (AD), which describes the coasting behavior of the rail vehicle when the drive is switched off, from which auxiliary switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and then
  - forms the difference between the auxiliary switching-off time and the delay value to determine an advanced drive switching-off time, and treats the advanced drive switching-off time as the recommended drive switching-off time.

6. The device as claimed in one of the preceding claims,
characterized in that

- the control unit (10) is designed such that it determines the recommended drive switching-off time by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if undershot, would result in the rail vehicle being braked in accordance with the predetermined braking profile in the phase when it is approaching the next stop without being driven.

7. A method for producing a switching-off signal, in which

- a measured location measured value (S), which indicates the location of the rail vehicle, and

predetermined, stored route data are used to determine the distance between the rail

vehicle and the respectively intended next stop,

- a measured time measured value (t), which indicates the respective time, and a predetermined, stored timetable are used to determine the remaining traveling time to the next stop, and
- taking account of the determined distance, the determined remaining traveling time, a speed measured value (V) which indicates the speed of the rail vehicle, and predetermined coasting data (AD), which describes the coasting behavior of the rail vehicle when the drive is switched off, a recommended drive switching-off time (tab,nom) is formed, from which the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and
- a signal which indicates the recommended drive switching-off time is produced as the switching-off signal,

characterized in that

- the actual drive switching-off time is determined at which the drive was actually switched off after production of the switching-off signal, and
- a time difference value is in each case formed by forming the difference between the actual drive switching-off time and the respective recommended drive switching-off time (tab,act; tab,nom).

8. The method as claimed in claim 7,
characterized in that

- a warning signal is produced if the time difference value exceeds a predetermined threshold value.

9. The method as claimed in claim 7 or 8, characterized in that

- a delay value is formed using at least the respective most recently formed time difference value, and
- the respective most recent recommended drive switching-off time is determined furthermore taking into account this delay value which has been formed.

10. The method as claimed in claim 9, characterized in that
- taking account of the determined distance, the determined remaining traveling time, a speed measured value (V) which indicates the speed of the rail vehicle, and predetermined coasting data (AD), which describes the coasting behavior of the rail vehicle when the drive is switched off, an auxiliary switching-off time is first of all calculated from which the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and then
- by forming the difference between the auxiliary switching-off time and the delay value, an advanced drive switching-off time is determined, and the advanced drive switching-off time is treated as the respective most recent recommended drive switching-off time.

11. The method as claimed in one of the preceding claims 7 to 10, characterized in that
- the recommended drive switching-off time is determined by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if undershot, would result in the rail vehicle being braked in accordance with the predetermined braking

profile in the phase when it is approaching the next stop without being driven.

12. An arrangement having a device (5) as claimed in one of claims 1 to 6 and having an evaluation device which is connected to a data output (D10) of the device (5),
- which evaluation device reads from the device (5) data signals which indicate the stored actual drive switching-off time and the respective associated, recommended drive switching-off time (tab,act; tab,nom), and
- forms a time difference value by forming the difference between the actual drive switching-off time and the associated recommended drive switching-off time (tab,act; tab,nom).

13. The arrangement as claimed in claim 12, characterized in that
- the evaluation device is an evaluation device on the track side.

(12) NACH DEM VERTRAG ÜBER DIE INTERNATIONALE ZUSAMMENARBEIT AUF DEM GEBIET DES PATENTWESENS (PCT) VERÖFFENTLICHTE INTERNATIONALE ANMELDUNG

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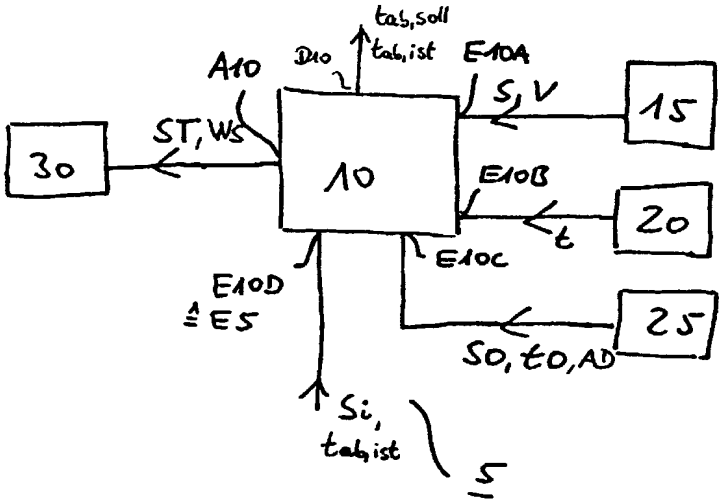
Veröffentlicht:
— *Mit internationalem Recherchenbericht.*
— *Vor Ablauf der für Änderungen der Ansprüche geltenden Frist; Veröffentlichung wird wiederholt, falls Änderungen eintreffen.*

[Fortsetzung auf der nachsten Seite]

(54) **Title:** DEVICE AND METHOD FOR SAVING MOTIVE ENERGY IN RAIL VEHICLES

(54) **Bezeichnung:** EINRICHTUNG UND VERFAHREN ZUM EINSPAREN VON FAHRENERGIE BEI SCHIENENFAHRZEUGEN



(57) **Abstract:** The invention relates to, among other things, a device (5) for a rail vehicle that comprises a control unit (10), which calculates a switch off time using given data and measured values after which the coasting rail vehicle arrives on time at the next stop stipulated by the time-table while adhering to the same. The aim of the invention is to make it possible to reliably detect deviations of the actual travelling characteristics from travelling characteristics recommended by the device. To this end, the invention provides that the device (5) comprises a data input (E5) at which an actual value signal (Si) stating the actual drive switch off time can be input into the device (5), whereby the actual drive switch off time indicates the time at which the drive was actually switched off after the generation of the switch off signal. In addition, the invention provides that the control unit (10) has a memory in which it stores the actual and the respectively assigned recommended drive switch off time (tab, ist; tab, soll) for evaluation.

[Fortsetzung auf der nächsten Seite]

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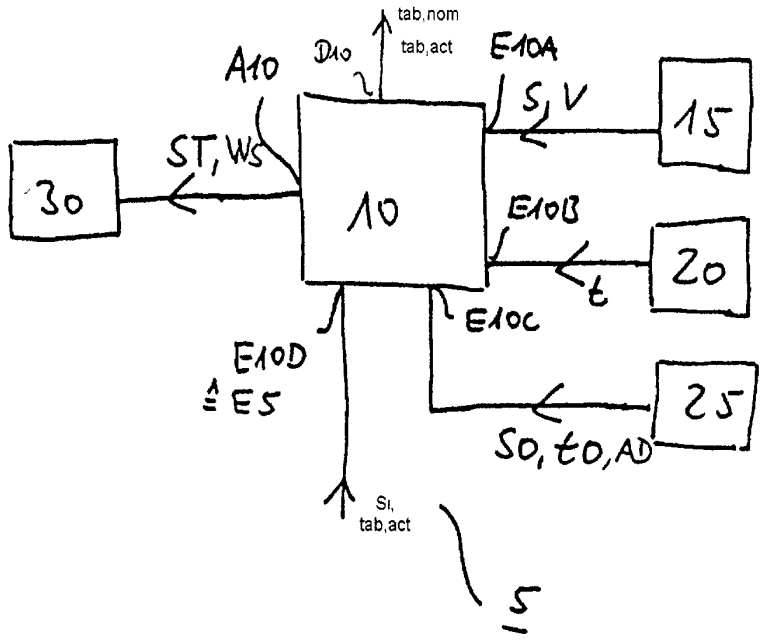
tab,nom
tab,act
A10
D10
E10A
S, V
15
ST, WS
30
10
E10B
20
t
E10C
E10D
≙ E5
25
SO, tO, AD
SI,
tab,act
5

Fig

Declaration and Power of Attorney For Patent Application
Erklärung Für Patentanmeldungen Mit Vollmacht
German Language Declaration

Als nachstehend benannter Erfinder erklare ich hiermit an Eides Statt:

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Einrichtung und Verfahren zum Einsparen von Fahrenergie bei Schienenfahrzeugen

deren Beschreibung

(zutreffendes ankreuzen)
☐ hier beigefügt ist.
☒ am 20.09.2000 als
PCT internationale Anmeldung
PCT Anmeldungsnummer PCT/DE00/03320
eingereicht wurde und am 17.09.2001
abgeändert wurde (falls tatsächlich abgeändert).

Ich bestätige hiermit, dass ich den Inhalt der obigen Patentanmeldung einschliesslich der Ansprüche durchgesehen und verstanden habe, die eventuell durch einen Zusatzantrag wie oben erwähnt abgeändert wurde.

Ich erkenne meine Pflicht zur Offenbarung irgendwelcher Informationen, die für die Prüfung der vorliegenden Anmeldung in Einklang mit Absatz 37, Bundesgesetzbuch, Paragraph 1.56(a) von Wichtigkeit sind, an.

Ich beanspruche hiermit ausländische Prioritätsvorteile gemäss Abschnitt 35 der Zivilprozessordnung der Vereinigten Staaten, Paragraph 119 aller unten angegebenen Auslandsanmeldungen für ein Patent oder eine Erfindersurkunde, und habe auch alle Auslandsanmeldungen für ein Patent oder eine Erfindersurkunde nachstehend gekennzeichnet, die ein Anmeldedatum haben, das vor dem Anmeldedatum der Anmeldung liegt, für die Priorität beansprucht wird.

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DEVICE AN METHOD FOR SAVING MOTIVE ENERGY IN RAIL VEHICLES

the specification of which

(check one)
☐ is attached hereto.
☒ was filed on 20.09.2000 as
PCT international application
PCT Application No. PCT/DE00/03320
and was amended on 17.09.2001
(if applicable)

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations, §1.56(a).

I hereby claim foreign priority benefits under Title 35, United States Code, §119 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

German Language Declaration

Prior foreign appplications Priorität beansprucht			Priority Claimed	
19946224.0 (Number) (Nummer)	DE (Country) (Land)	1999.09.22 (Day Month Year Filed) (Tag Monat Jahr eingereicht)	☒ Yes Ja	☐ No Nein
(Number) (Nummer)	(Country) (Land)	(Day Month Year Filed) (Tag Monat Jahr eingereicht)	☐ Yes Ja	☐ No Nein
(Number) (Nummer)	(Country) (Land)	(Day Month Year Filed) (Tag Monat Jahr eingereicht)	☐ Yes Ja	☐ No Nein

Ich beanspruche hiermit gemäss Absatz 35 der Zivilprozessordnung der Vereinigten Staaten, Paragraph 120, den Vorzug aller unten aufgeführten Anmeldungen und falls der Gegenstand aus jedem Anspruch dieser Anmeldung nicht in einer früheren amerikanischen Patentanmeldung laut dem ersten Paragraphen des Absatzes 35 der Zivilprozeßordnung der Vereinigten Staaten, Paragraph 122 offenbart ist, erkenne ich gemäss Absatz 37, Bundesgesetzbuch, Paragraph 1.56(a) meine Pflicht zur Offenbarung von Informationen an, die zwischen dem Anmeldedatum der früheren Anmeldung und dem nationalen oder PCT internationalen Anmeldedatum dieser Anmeldung bekannt geworden sind.

I hereby claim the benefit under Title 35. United States Code. §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, §122, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occured between the filing date of the prior application and the national or PCT international filing date of this application.

(Application Serial No.) (Anmeldeseriennummer)	(Filing Date D, M, Y) (Anmeldedatum T, M, J)	(Status) (patentiert, anhängig, aufgegeben)	(Status) (patented, pending, abandoned)
PCT/DE00/03320 (Application Serial No) (Anmeldeseriennummer)	20.09.2001 (Filing Date D,M,Y) (Anmeldedatum T, M, J)	anhängig (Status) (patentiert, anhängig, aufgeben)	Pending (Status) (patented, pending, abandoned)

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POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith. *(list name and registration number)*

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Unterschrift des Erfinders Datum	Inventor's signature Date
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Deutsch	German
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38315 Schladen Deutschland	38315 Schladen Germany
Voller Name des zweiten Miterfinders (falls zutreffend)	Full name of second joint inventor, if any.
Unterschrift des Erfinders Datum	Second Inventor's signature Date
Wohnsitz ,	Residence ,
Staatsangehörigkeit	Citizenship
Postanschrift	Post Office Address

(Bitte entsprechende Informationen und Unterschriften im Falle von dritten und weiteren Miterfindern angeben).

(Supply similar information and signature for third and subsequent joint inventors).